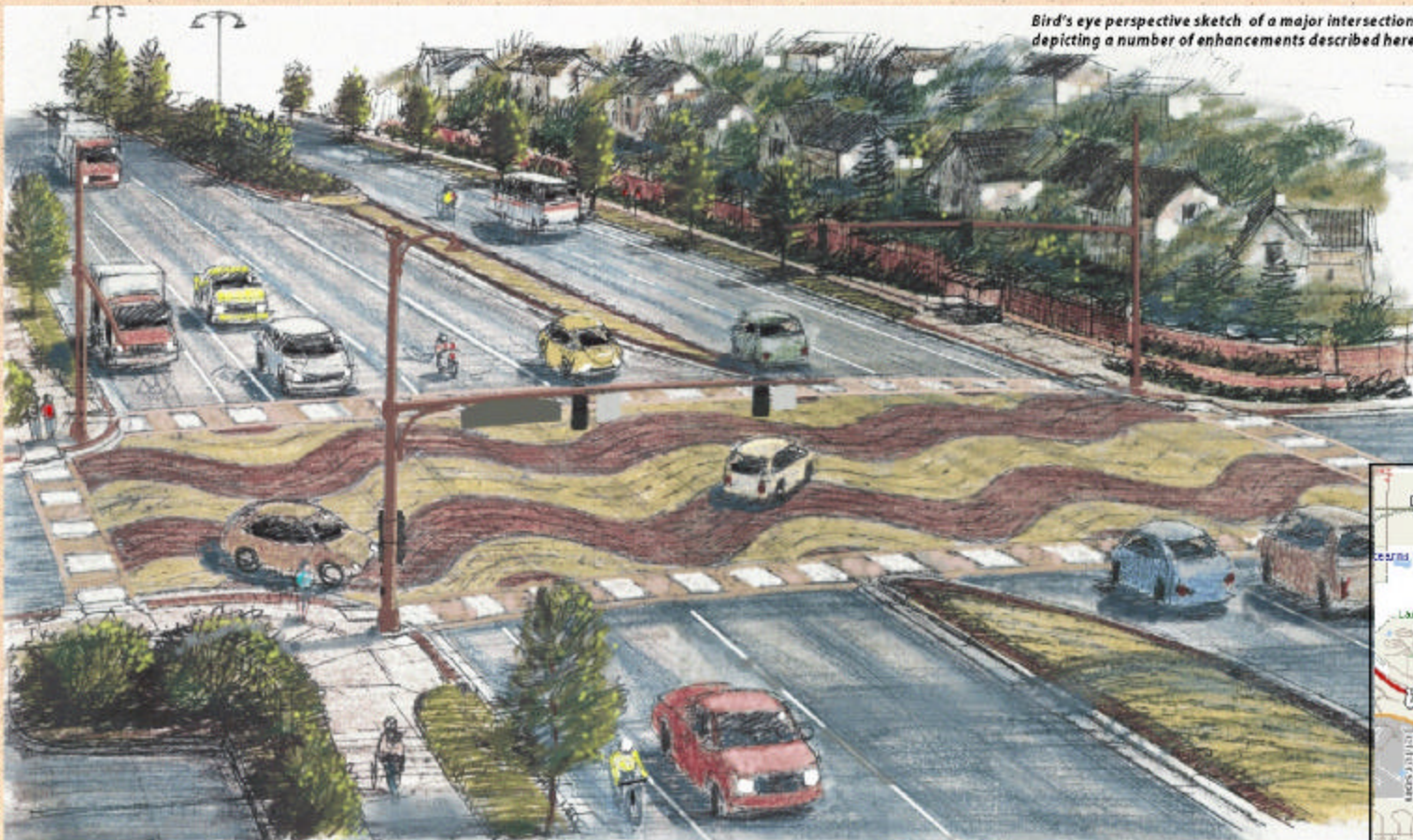


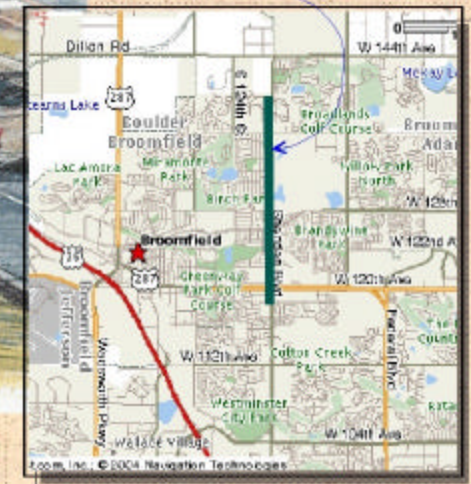
Bird's eye perspective sketch of a major intersection depicting a number of enhancements described here



SHEET INDEX

| | |
|------------------------------------|---|
| Cover sheet | 1 |
| Major Intersection | 2 |
| Median and roadside landscape | 3 |
| Median pavements | 4 |
| Median splash aprons and monuments | 5 |
| Walls | 6 |
| Street Lighting and Signal poles | 7 |

PROJECT AREA



Streetscape Guidelines

Sheridan Boulevard is one of the primary north south arterial roadways for the City and County of Broomfield. When the northwest parkway is completed Sheridan Boulevard will be even more significant connecting several communities to US 36 and the Toll way. The City and County of Broomfield is seeking to give their part of the corridor some streetscape identity character unique to that city.

Some of the ideas depicted here will first be implemented in the 9th Ave to Meadow Brook Drive part of the corridor. They consist primarily of roadside and median enhancements, streetscape and landscape features. These following sheets depict guidelines that can

hopefully be implemented as a part of public and private projects along the corridor as it develops. The Broomfield part of the corridor as depicted in the map at right extends from about 140th Avenue on the north to just south of 120th on the south.

These guidelines are intended for preliminary planning. Some features may not be applicable to a specific project or may need a variation on the same theme or type of approach. Final design will require more detailed information available from Broomfield Details. Note that light standards will be provided by Broomfield.

8-11--04FM

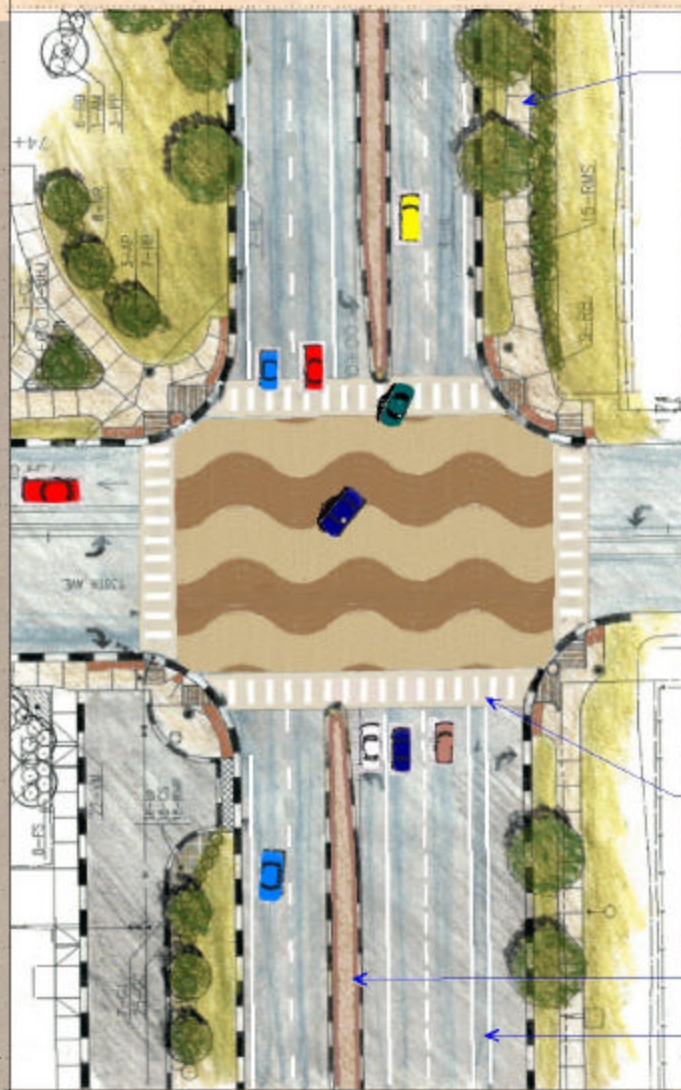
COVER SHEET

Sheet 1 of 7



City and County of Broomfield

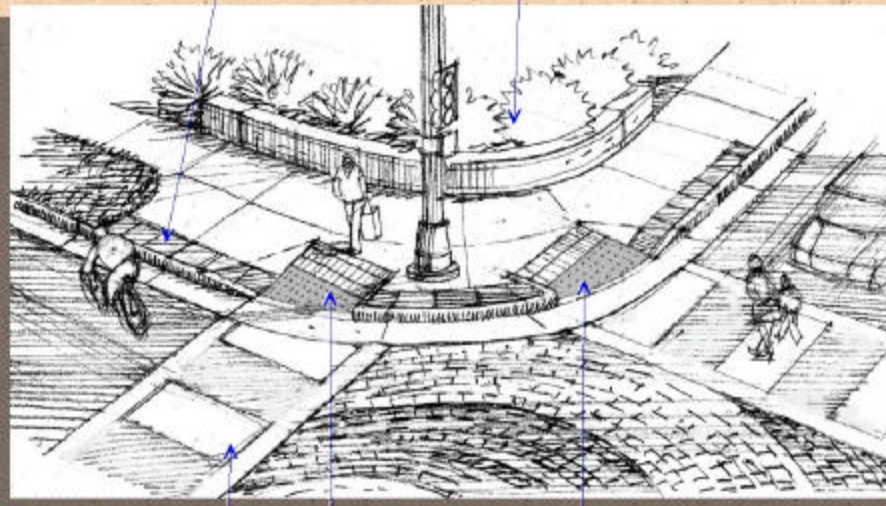
Sheridan Boulevard Streetscape Design Guidelines



Walkways, min. 8ft wide, detached walkways where possible with elongated meandering alignment. Tree lawns min 6 ft width.

Extra pavement, near cross walks with accent tinted concrete.

Low wall with brick or stone masonry in some areas

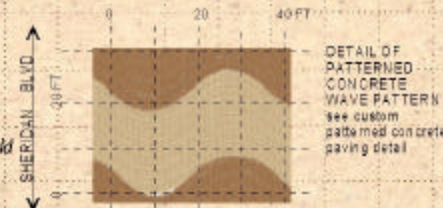


Concrete cross walks, smooth texture, with white reflective markings

ADA ramps - see Broomfield details

Median pavements, see median pavements
bike lanes

Wave pattern, alternating bands of dark and lighter color with unique Broomfield patterned concrete paving.



Major Intersections

Intersections are nodes of activity along major urban arterial corridors. It is here that pedestrians and cross traffic converge. Drivers have the opportunity to notice some roadside elements while waiting for signals to change.

The dominant feature shown here is the wave pattern in the center of the intersection area. The City and County of Broomfield has its own unique patterned concrete surface pattern. This surface pattern is used in different configurations for medians, and in the center of major signalized intersections. A large wave pattern shall be used in the center interior part of designated intersections.

The cross walks are concrete, regular or lightly tinted integral color. The white cross walk material 'piano keys' are applied to the surface.

Other features include extra pavement at pedestrian ramp edges with highlight colors.



PLAN OF TYPICAL MAJOR INTERSECTION

8-10-04FM

MAJOR INTERSECTIONS
Sheet 2 of 7

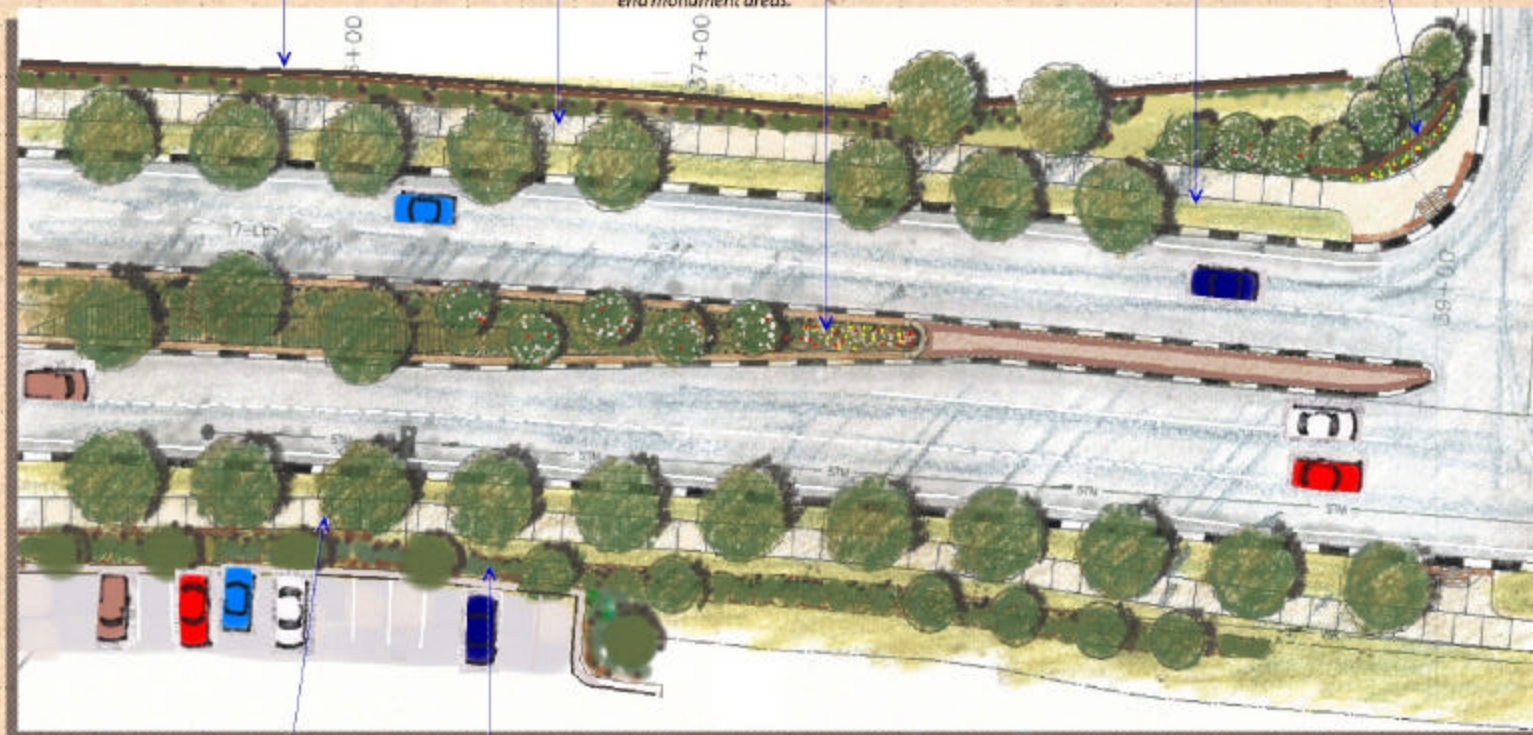
Walls and shrub bed
visually separate land uses
from roadway activity

Street trees - spaced 30-40
ft apart. In a minimum 6 ft
wide tree lawn.

Median landscape of
trees, shrubs, ground
covers and flower beds at
end monument areas.

Tree lawn - City turf mix
sod, spray or sub surface
drip irrigated

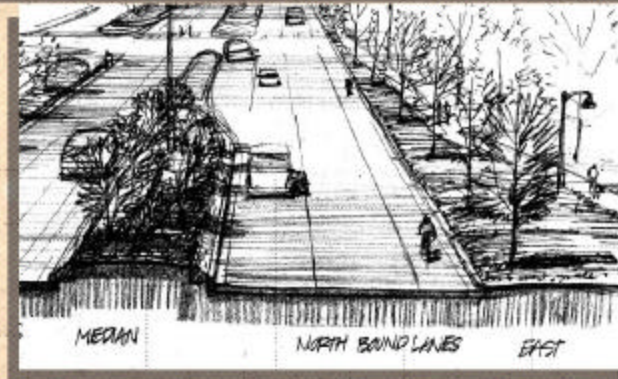
Focal landscape - At some
intersections



Walkway - 8 ft wide
concrete with wide radius
curvilinear alignment
where possible.

**Shrub beds at right of way
edge** to provide some
visual screening of
roadside landuses

**BIRD'S EYE VIEW
SKETCH OF MEDIAN
AND ROADSIDE
LANDSCAPE**



Roadside and Median Landscape

The partial sketch plan at left depicts desirable elements for the Sheridan Boulevard corridor. Not all parts of this roadway streetscape can be treated this way. Commercial areas may need to have detached walkways and narrower medians.

Eight foot wide detached walkways with an elongated curvilinear alignment are a basic ingredient that convey an image of a pedestrian friendly community. The regular street tree planting help to mitigate harsher affects of the wind and sun. The landscaped median slows traffic somewhat and mitigates the wide expanse of paved road.



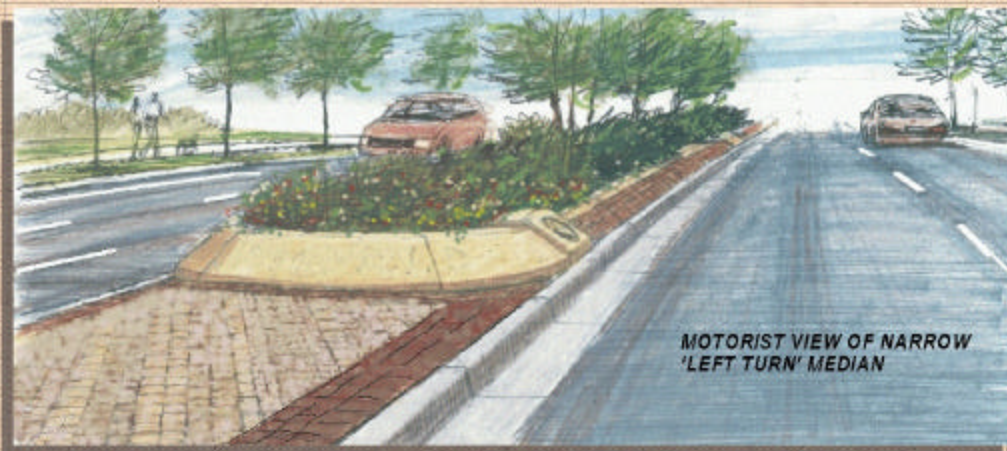
**MEDIAN AND ROADSIDE LANDSCAPE
Sheet 3 of 7**

8-10-04 FM



City and County of Broomfield

Sheridan Boulevard Streetscape Design Guidelines

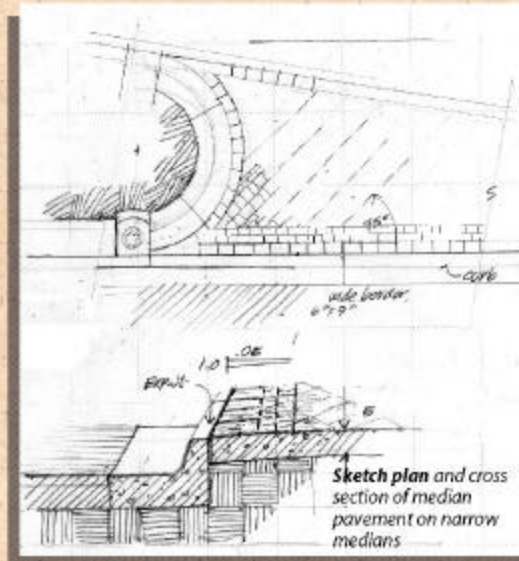


**MOTORIST VIEW OF NARROW
'LEFT TURN' MEDIAN**

Median paving,
diagonal striped
pattern of light and
dark Broomfield
texture

End-monument
pilaster feature with
broomcorn engraving,
see median edging
exhibit

Median landscape of
trees, shrubs, ground
covers and flower beds at
end monument areas.



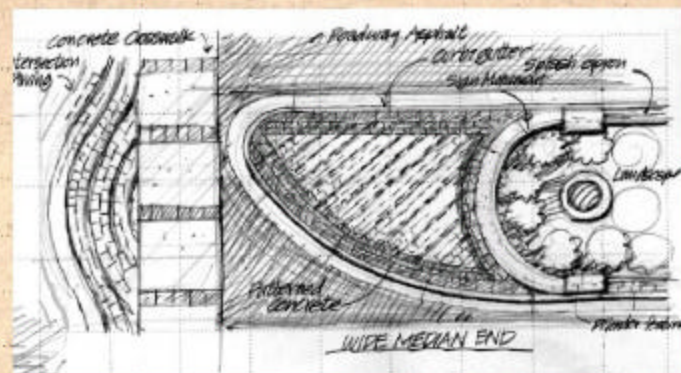
**Sketch plan and cross
section of median
pavement on narrow
medians**

Median Pavements also see median edging splash aprons

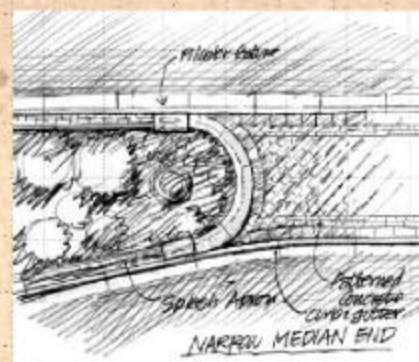
One of the common hardscape materials found along arterial corridors is patterned concrete. It is most often used for narrower medians. While it is often the standard pink or light brown brick pattern there are a number of other more refined options that can lend some unique character to the streetscape.

Median pavements are used on the ends of medians and on narrower medians. It is recommended that as a minimum the last 20-25 ft at the ends of the median be paved. This facilitates large radius vehicles that sometimes over run the medians, pedestrian refuges, and important sight lines.

The City and County of Broomfield has proprietary rights to a patterned concrete mold similar to what is shown here. The concept consists of a banded, alternating color pattern, with alternating small stone and large stone elements.



**Sketch plan of typical
median treatments.** Note
that median pavement
extends back from the ends
of the median about 20-30
ft to allow for large vehicles
turning, sightlines for left
turn movements and for
pedestrian refuge.
Otherwise medians
narrower than 10 in width
[back of curb] should
receive median pavements.

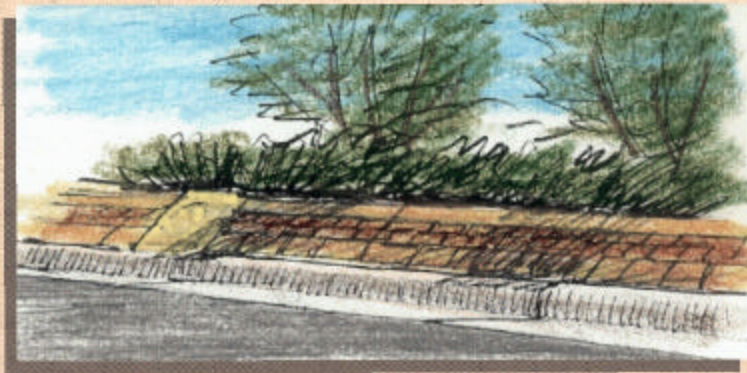


City and County of Broomfield

8-10-04 FM

MEDIAN PAVEMENTS
Sheet 4 of 7

Sheridan Boulevard Streetscape Design Guidelines



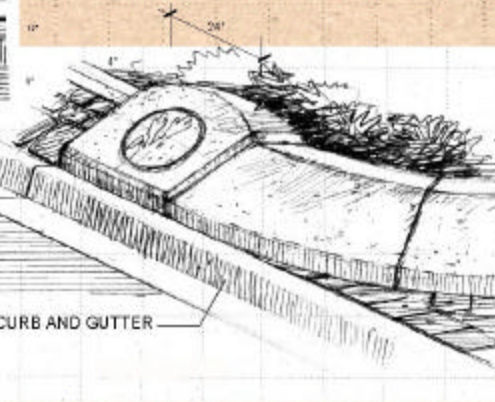
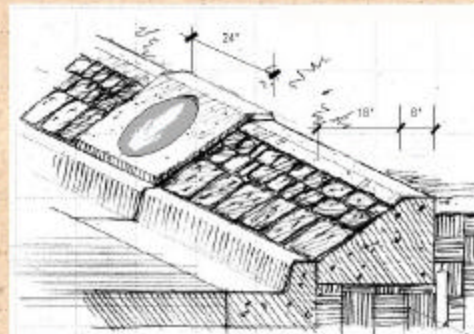
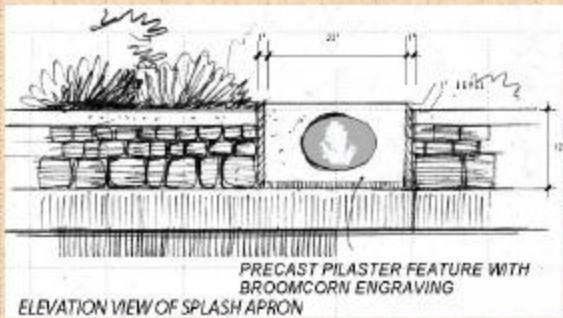
Median Edging, splash aprons - Also see median pavements, and median landscapes.

Enhanced roadways usually have a landscape of trees and shrubs in the wider medians. Splash aprons, or median edging is used to intercept some of the grit and debris that would otherwise build up on planted areas. The concepts shown here refine this utilitarian feature into an architectural character element.

The sloped face of the splash apron is intended to receive the Broomfield patterned concrete finish with pilaster features every 200 ft or so. The engraving on the pilaster is a broomcorn plant silhouette, part of the city heritage.

For the more conspicuous ends of the median a monument-like feature is recommended. This might also include an engraving of a street name, neighborhood or side street name. Flower beds are also appropriate for these end monument areas.

Sketches depicting median splash aprons, pilaster features and end monuments



Descriptive details of median splash aprons and end monuments. Note smooth finish cap on splash apron and 'Broomfield' patterned concrete. Pilaster features are placed at roughly 200 ft intervals.



Sketches depicting wider median end monument with optional artwork feature



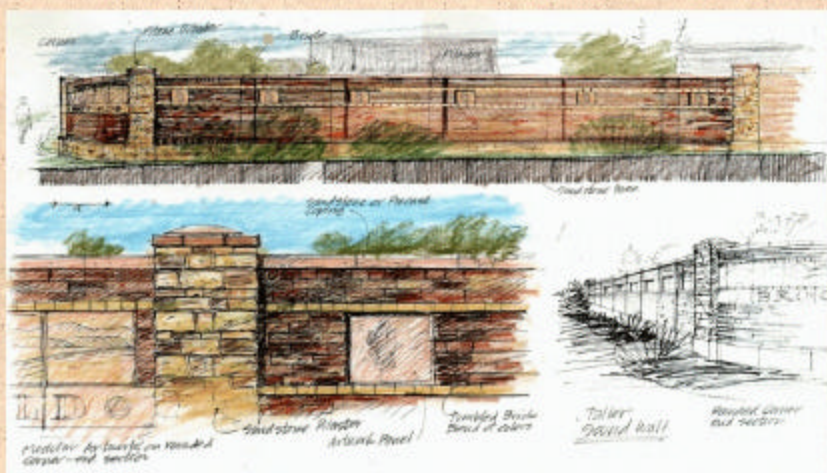
SPLASH APRONS AND END MONUMENTS
Sheet 5 of 7

8-11-04FM



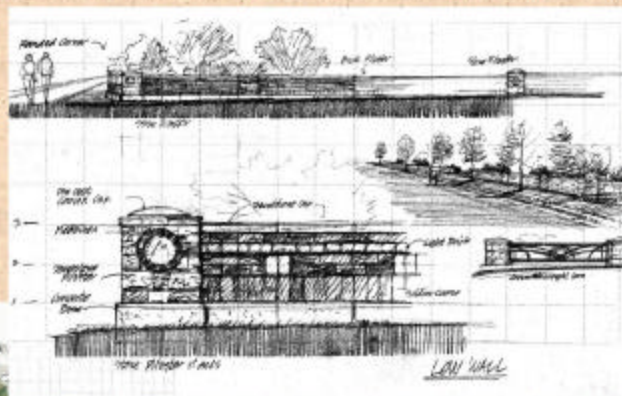
City and County of Broomfield

Sheridan Boulevard Streetscape Design Guidelines

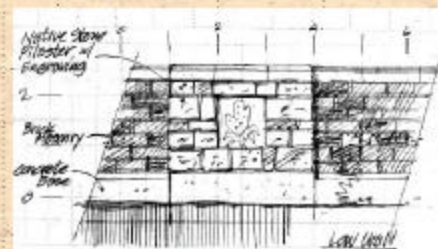


Taller walls, 6 ft or higher should have a number of surface architectural features to help add interest and soften the 'canyon' effect. Of particular importance is a landscape shrub bed in front of the wall. Also very helpful is utilizing a number of masonry patterns and materials.

Another important design consideration is the wall end treatments. A rounded corner is often more pleasing than an abrupt terminus. Art work may also be considered for some important intersections.



Low walls can be very effective in screening parked cars or backyards, and often when combined with landscape, much less obtrusive compared to taller walls.



5-7-04 FM

Walls, sound walls

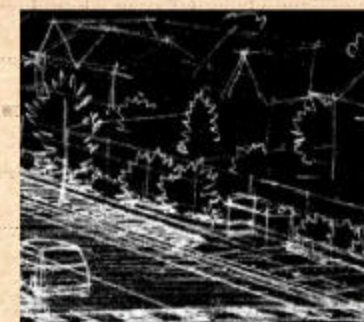
Some roadside property owners feel that a barrier of some kind is needed to provide some separation from the adjacent roadway activities. While it usually is a utilitarian need, it often has real serious long lasting aesthetic consequences, often negative.

Shown here are some ideas for taller privacy walls utilizing stone and brick in classical patterns with pilasters and foundation walls. Brick is a blend of 'tumbled' finished reds and browns in running bond, soldier and header course patterns.

At regular intervals are native stone pilasters with stone cap and precast convex top. Bottom of wall is a bit wider for 'visual support'. Note end of wall is a rounded radius corner with modular artwork engraving on stained concrete.

Wall concept below is similar but with wrought iron pattern along the top two feet or so. This reduces the impression of height while adding an extra character element in the iron work.

Low walls 5 ft or lower can often be equally effective in visually screening or separating landscapes, and usually less obtrusive.



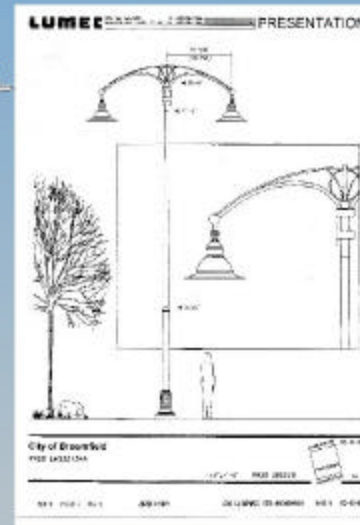
WALLS ALONG ROADSIDES
Sheet 6 of 7





Tall mast lights in median

Tall mast and shorter pedestrian character lights.



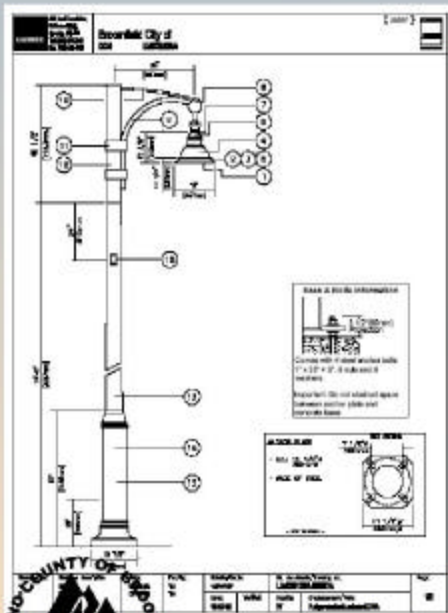
Lighting and Traffic Signals

The first Sheridan improvement project, from Meadow Brook Drive to 9th Avenue, developed the design for these light and signal fixtures that are shown here. These are unique designs and intended to add to the Sheridan Boulevard streetscape vernacular.

Tall mast lights area lights are intended for the medians. Lower single luminaire lights for pedestrian walkway. Traffic signal poles were also given a minor enhancement. The city will provide the details and specifications for these features.



Computer sketch of proposed typical traffic signal. Note character light on the top and street sign.



Shop drawings for character lighting

5-7-04FM

LIGHTING AND SIGNAL POLES
Sheet 7 of 7



City and County of Broomfield

Sheridan Boulevard Streetscape Design Guidelines